
SEVENTEENTH ANNUAL REPORT
OF
THE COMMISSIONERS
OF THE
MASSACHUSETTS NAUTICAL
TRAINING SCHOOL.

JANUARY 1, 1909.



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COMMISSIONERS
OF THE
MASSACHUSETTS NAUTICAL TRAINING SCHOOL.

GEORGE F. F. WILDE, *Chairman*,
REAR ADMIRAL, U. S. N. (RETIRED).

HON. JOHN READ, LATE U. S. N.

WILLIAM E. MCKAY.

WILLIAM H. DIMICK, *Secretary*.

Commonwealth of Massachusetts.

MASSACHUSETTS NAUTICAL TRAINING SCHOOL.

*To the Honorable the Senate and House of Representatives of the
Commonwealth of Massachusetts in General Court assembled.*

The Commissioners of the Massachusetts Nautical Training School have the honor to submit their report of the operations of the school for the year 1908.

THE WORK OF THE YEAR.

The work of Massachusetts in fitting young men for the merchant marine is recognized both at home and abroad as being of a high standard. Letters have been received from officials in Russia, Belgium and France, asking for information regarding the course of studies, requirements for admission, etc., for the purpose of improving the system of nautical education in those countries.

The commissioners have at all times exercised the strictest economy consistent with broad and efficient administration. The omission of the regular summer cruise has enabled them to return a balance of \$3,046.88 from the appropriation for current expenses.

The reputation of the graduates as capable deck and engineer officers has received wide acknowledgment. The number of captains in the merchant and government services who are showing their confidence in the practical worth of the young men from this school, by giving them the preference when vacancies occur, is steadily increasing.

During the last year the efficiency of the school has been somewhat impaired by a lack of proper equipment. In the

work of a nautical training school it is of vital importance that the equipment be in every respect sound and seaworthy. On account of defective boilers and engines, resulting from long use, for the first time since the school was established, seventeen years ago, the "Enterprise" did not make a summer cruise, the ship remaining at anchor in the ports of Provincetown and Gloucester. The annual cruise abroad has been an important part of the two years' course, and it cannot be omitted without injury to the school. While the theoretical instruction of the winter months is important, the best preparation for young men who intend adopting a seafaring career is actual experience in handling a ship at sea, and the longer the time at sea, the more thorough and effective will be the preparation.

Recognizing the urgent need of a new ship, the Board, on May 4, 1908, communicated with the Honorable Secretary of the Navy, requesting that the U. S. S. "Ranger" be turned over to the State of Massachusetts, to take the place of the U. S. S. "Enterprise" as the State nautical training ship. In response to this request a letter was received from Hon. Truman H. Newberry, Acting Secretary of the Navy, stating that the Department would be pleased to act favorably in the matter, and that the "Ranger" would be ordered to Boston from the Philippine Islands.

In accordance with the provisions of chapter 339, Revised Statutes of the United States, entitled "An Act to encourage the establishment of public marine schools," His Excellency Curtis Guild, Jr., Governor of the Commonwealth, made formal application to the Secretary of the Navy for the U. S. S. "Ranger," in exchange for the "Enterprise."

In answer to this official application for the "Ranger," the following letter was received from Hon. H. L. Satterlee, Assistant Secretary of the Navy:—

The Department takes pleasure in informing you that, agreeably to your request of the 1st instant, and in conformity with an act entitled, "An Act to encourage the establishment of public marine schools," the U. S. S. "Ranger" will be turned over to the State of Massachusetts, to take the place of the U. S. S. "Enterprise" as the nautical training ship of the State. The "Ranger" will be placed out of commission at the Boston Navy Yard within the next few days,

and after undergoing certain necessary repairs will be loaned to the State of Massachusetts for the purpose above mentioned. The probable date of the completion of repairs and of the transfer will be indicated to Your Excellency later.

THE U. S. S. "RANGER."

The U. S. S. "Ranger" sailed from Cavite for Boston on August 25, under the command of Comdr. William R. Rush, U. S. N., and arrived in Boston on November 30, proceeding to a berth at the Navy Yard.

The "Ranger" is an iron gunboat, barkentine rigged, of 1,261 tons. Her dimensions are as follows: length, 177.4 feet; beam, 32 feet; draft, 13 feet. As the number of naval vessels suitable and available for State schoolships is small, the commissioners believe that the Commonwealth is fortunate in securing at this time a ship to replace the "Enterprise."

Since the announcement was made in July that the training ship "Enterprise" would be replaced by the U. S. S. "Ranger," and that the usual cruise would be made in 1909, there has been an increase in the number of applications received. The commissioners look forward to the new year expecting to obtain even better results than in the past.

THE TRAINING SHIP "ENTERPRISE."

The United States sloop of war "Enterprise" was turned over to the State as a nautical training ship on Oct. 28, 1892, and accepted by the Governor and Council as a vessel suitable for the purpose on Nov. 9, 1892. The first cruise was made in the summer of 1893, sailing from Boston on April 15. As a training ship the "Enterprise" has made thirteen foreign and two domestic cruises, visiting the following foreign ports: Queenstown, Southampton, Liverpool, Falmouth, Leith, Gravesend, Copenhagen, Cronstadt, Antwerp, Havre, Lisbon, Cadiz, Gibraltar, Algiers, Tangier, Malaga, Funchal, Santa Cruz (Canary Islands), Las Palmas, Ponta Delgada, Horta, and Hamilton, Bermuda. During this time the ship has been in command of the following naval officers: Comdr. John F. Merry, U. S. N.; Comdr. J. Giles Eaton, U. S. N.; Comdr. Andrew J. Iverson, U. S. N.; Comdr. Frederick M. Wise, U. S. N.;

Comdr. Edward M. Hughes, U. S. N.; Comdr. Conway H. Arnold, U. S. N.; Comdr. Edward D. Taussig, U. S. N.; Comdr. William F. Low, U. S. N.

THE SUMMER TERM.

On May 19 the "Enterprise" left for Provincetown. The ship remained at anchor in Provincetown from May 19 until July 14, and in Gloucester harbor from July 14 to September 16. The "Enterprise" arrived in Boston on September 16. The summer routine was followed with such modifications as were made necessary by the new conditions. Although the "Enterprise" did not make a cruise, the cadets were enabled to get a good deal of navigation and seamanship. The boat and sail drills were of great value in training the cadets.

The report of Comdr. William F. Low, U. S. N., superintendent of the school, on the summer term, is as follows:—

Owing to the poor condition of the ship's engines and boilers, it was deemed impracticable to make an extended cruise, and the entire summer was therefore spent at anchor in the ports of Provincetown and Gloucester.

Sails were bent on the foremast, and the cadets were instructed in the seamanship's branch in setting up rigging and reeving off gear, bending and unbending sails, making and taking in sail and reefing, stations for various evolutions under sail, knotting and splicing, the use of ground tackle, sending up and down light yards, practice with the hand lead and duties of quartermaster, captains of tops, officers of the deck, etc.

Portions of nearly every day were devoted to the use of ship's boats under oars and sails, and in both Provincetown and Gloucester the cadets were further instructed in handling a small sloop which was hired for the purpose. Considering the difficulties attending the carrying out of the summer's work, notably, the scarcity of officers and the monotony of an enforced stay for so long a time in one port, the result of the cruise has been in no way disappointing.

The conduct of the cadets, both ashore and afloat, was very gratifying.

SEAMANSHIP AND NAVIGATION.

Sections A1 and A2 were given a general review of theoretical navigation, use of charts, sailing directions, tide tables, light lists and the use and adjustment of the various instruments used in navigation. Particular attention was given to work in taking and plotting bearings, the use and adjustment of the sextant and the various problems of piloting.

Sections C and D were given a general review, together with the use and adjustment of the sextant and practical work in taking and plotting bearings, keeping the log and reading the various nautical instruments.

Sections E and F were instructed in the elements of navigation, including the general definitions, various instruments used in navigation, boxing the compass and compass error.

ENGINEERING.

Sections B1 and B2 received practical instruction as follows:—

Elementary machine shop practice on the lathe, shaper and drill-press.

Care and operation of the dynamo and engine in direct connected units, repairs to same and to light and battery circuits.

Care and operation of machinery and boilers as installed in navy steam launches (Ward water-tube boiler, compound engine, duplex feed pump, air pump and keel condenser). The boiler having had to be cut out and rebuilt on this cruise, it afforded a good opportunity to learn construction and practical work on same.

Method of finding the dead center, and setting slide, piston and cut-off valves in engines and pumps; taking up lost motion in bearings, and use of leads for showing clearance in same; examination of cylinders and pistons, and lining up of same when dropped from wear or other causes.

Care, operation and repairs to evaporator and distillers.

Care, operation and repairs to main boilers; firing; testing for salt and acidity; care, operation and repairs to auxiliary pumps.

Piping: Owing to the poor condition of the piping and frequent breakdowns of same, the cadets were given considerable experience in repair work and laying in of new sections.

Cadets stood watch on main boilers and dynamo alone from 8 A.M. to 8 P.M.; on evaporator, from 5 A.M. to 8 P.M.; and in steam launch during running hours, alternating week about on the different units. As they had in most cases all night in, when they came off watch they were put on repair work, with the view of giving them, as far as possible, an all-round working experience.

MEDICAL DEPARTMENT.

The health of the cadets has been very good. The instruction has consisted in a course in first aid to the injured, including how to act in presence of an emergency; the use of disinfectants; symptoms and treatment of burns, bruises, hemorrhage, wounds, sprains, fractures, dislocations; foreign bodies in eye, ear and throat; unconsciousness, fainting, shocks, compression, sunstroke; starving; drunkenness; convulsions; smothering by gas; hanging; drowning; poison; dog, snake or insect bites; poison ivy; making of poultices and dressings, etc.

In addition, cadets who intended to fit themselves for a future examination for admission to the United States revenue cutter service have been instructed in advanced English grammar and in general history.

THE WINTER TERM.

During the fall vacation the ship was housed over and prepared for the use of the school during the winter. The fall and winter term commenced on Monday, November 9. The "Enterprise" is moored for the winter at the North End Park, Boston, at a berth which is obtained free of expense to the Commonwealth through the courtesy of the bath commissioners of the city of Boston.

Persons interested in the work of the school are cordially invited to visit the "Enterprise" at the North End Park on any day excepting Saturday and Sunday, when the cadets are absent on home leave.

Following are the officers and instructors of the training ship "Enterprise": Comdr. William F. Low, U. S. N., superintendent and commanding officer; Boatswain John Danner, U. S. N., executive officer; Warrant Machinist John O'Neill, U. S. N., chief engineer; A. Russell Cushing, navigating officer; Chief Boatswain John McGrath, U. S. N., watch officer; Dr. Edmund L. Saunders, medical officer; Mr. H. H. Damon, instructor in mathematics; Mr. Edward S. Groves, captain's clerk and commissary yeoman.

PERSONNEL.

The changes in the commissioners, officers and instructors during the year have been as follows:—

July 1, 1908, Dr. Robert B. Dixon, whose term expired, declined a reappointment, on account of pressure of professional duties. Dr. Dixon was a most efficient and valuable member of the Board for thirteen years, and his resignation was accepted with regret by His Excellency the Governor.

July 22, 1908, Mr. William E. McKay of Milton was appointed a commissioner for a term of three years.

May 15, 1908, Capt. F. Stanhope Hill, after fourteen years of zealous and faithful service as secretary of the commission,

was retired at his own request by His Honor Lieutenant-Governor Eben S. Draper, Acting Governor, under the provisions of chapter 458 of the Acts of 1907. For a time previous to his appointment as secretary he was a commissioner of the school. Captain Hill, as a volunteer officer of the United States Navy, served in command of several naval vessels during the civil war, and in earlier years he was in command of merchant ships.

July 22, 1908, Mr. William H. Dimick, who had served as clerk of the Board for fourteen years, was appointed secretary. Mr. Dimick was examined by the Civil Service Commissioners, and certified for the promotion.

April 1, 1908, Fred'k S. McMurray was appointed executive officer of the "Enterprise."

April 4, 1908, Chief Boatswain Harry R. Brayton, U. S. N., executive officer of the "Enterprise," was detached by the Navy Department.

April 30, 1908, Chief Boatswain John McGrath, U. S. N., watch officer of the "Enterprise," resigned.

Aug. 14, 1908, Fred'k S. McMurray, executive officer of the "Enterprise," resigned.

Aug. 14, 1908, Mr. N. J. Wiener, captain's clerk, resigned.

Sept. 1, 1908, Mr. A. Russell Cushing, navigating officer, was appointed acting executive officer.

Aug. 24, 1908, Mr. Edward S. Groves was appointed captain's clerk and commissary yeoman.

Oct. 26, 1908, Chief Boatswain John McGrath, U. S. N., was appointed watch officer of the "Enterprise."

Nov. 2, 1908, Boatswain John Danner, U. S. N., reported for duty as executive officer of the "Enterprise."

Nov. 9, 1908, Mr. H. H. Damon was appointed instructor in mathematics.

THE GRADUATES OF THE SCHOOL.

Since the first class was graduated, in April, 1895, the school has annually sent out young men who have done efficient work on board vessels of the merchant marine. Superior work has won for many promotion to leading positions in the shipping world. Many of the most capable officers now at sea on board

coastwise and ocean-going vessels received their education on board the "Enterprise." The practical results obtained during the last ten years, when the American foreign-going merchant tonnage has been at its lowest ebb, is very gratifying to the commissioners.

There are at the present time many opportunities in the American merchant marine for young men who desire a seafaring career, and the promotion is rapid for any one who proves his ability. Any young man with a fair education who wishes to succeed in this profession can do so in the mercantile marine, as American shipping is in need of competent officers.

The decadence of the American merchant marine is generally deplored, and there is a widespread demand for its rehabilitation. If in the future we are to have a larger merchant marine, we will need more trained and competent officers, and the graduates of the Nautical Training School will be available to meet this need. One of the largest ship owners in Boston, in writing the commissioners, said: "We heartily approve of your school, for we do not see where we are to get officers for our vessels unless from this source." The square-rigged sailing vessel, the school in which many of the best American seamen were trained, has practically disappeared. The training ship is sure to take an important part in the future in producing competent seamen, if we are to maintain our prestige on the sea. Under the present conditions of our merchant marine, the best officers can come only from marine schools.

In writing on the subject of the nautical training school, a Boston paper recently said: —

Few of our citizens, aside from those whose boys are being educated on the "Enterprise," realize the advantage of the training it gives to an active, ambitious lad. It accustoms him to the minor hardships of life, it enables him to obtain a practical acquaintance with the sea without encountering any of its dangers, and it also gives him the general and technical education which he needs at the most susceptible period of his life. At the same time, it accustoms him to discipline, and that is one of its greatest, if not its greatest, advantage.

The following is an abstract from the employment record of the graduates: —

NAME.	SHIP.
Alger, James A.,	U. S. R. C. "Seneca."
Anderson, Carl E. A.,	S. S. "Arizonan."
Atkins, H. W. G.,	S. S. "Adanse."
Bailey, I. Clarence,	Pilot boat "America."
Baxter, Thomas,	Midshipman, United States Naval Academy.
Bicknell, Theodore H.,	S. S. "Kenosha."
Bostwick, Harry M.,	Naval auxiliary "Abarenda."
Bradford, Gershon,	Hydrographic office, Washington.
Bragg, Archie E.,	Lighthouse tender "Mayflower."
Bumpus, Charles W.,	S. S. "Cape Ann."
Butler, Daniel F.,	Lightship No. 41.
Cameron, Geo. H.,	S. S. "Saratoga."
Carlton, Fred G.,	U. S. S. "New Jersey."
Carr, John T.,	U. S. R. C. "Apache."
Chaney, Eugene E.,	U. S. S. "Tacoma."
Chick, Harry L.,	Naval auxiliary "Hannibal."
Chisholm, Thos. W.,	Naval auxiliary "Abarenda."
Clapp, Leander A.,	Naval auxiliary "Ajax."
Clark, Forest D.,	Steamer "Harvard."
Clift, Charles W.,	S. S. "McClellan."
Coburn, Harry C.,	S. S. "Nebraskan."
Coholan, John J.,	Naval auxiliary "Alexander."
Collie, George A.,	Hydrographic office, Washington.
Colony, Carl E.,	Steamer "City of Augusta."
Congdon, Louis E.,	Steamer "Lampasas."
Conger, Edwin G.,	U. S. S. "Rhode Island."
Copeland, Howard G.,	U. S. S. "Gloucester" (Massachusetts Naval Militia).
Cornwall, Hollis M.,	S. S. "Persian."
Coughlan, Fred'k M.,	Steamer "Providence."
Cummings, Alfred M.,	Naval auxiliary "Ajax."
Cushing, A. Russell,	Nautical training ship "Enterprise."
Cushman, Cassius E.,	Steamer "Persian."
Davis, Frank B.,	Steamer "Olivette."
Dolan, William R.,	U. S. S. "Cleveland."
Dyson, C. George,	U. S. S. "Georgia."
Eaton, George E.,	Lighthouse tender "Azalea."
Farwell, Lorenzo C.,	Revenue cutter practice ship "Itasca."
Flannigan, Ernest J.,	Naval auxiliary service.
Foster, Victor M.,	Steamer "Satellite."
Gifford, William M.,	Lighthouse tender "Mayflower."
Gladding, Bradford N. A.,	S. S. "Pequonnock."
Gourville, William,	Steamer "Dreamer."
Haynes, Alvin W.,	S. S. "Panama."
Holbrook, C. Allan,	U. S. S. "Idaho."
Holmes, Leslie F.,	S. S. "Antilles."
Houghton, Louis H.,	U. S. S. "Missouri."

NAME.	SHIP.
Howes, James S.,	Steamer "Indian."
Howes, Willis,	Transport "Wright."
Kelley, Laurence G.,	U. S. S. "Illinois."
Killion, Frank P.,	S. S. "Helene."
Kinnaly, John F.,	U. S. S. "Vermont."
Knight, William B.,	S. S. "City of Seattle."
Lamont, Wilbur S.,	Steamer "Pocomoke."
LaMontagne, Louis L.,	Steamer "Pilgrim."
Lauriatt, Geo. R.,	S. S. "H. M. Wilson."
Lauriatt, Philip,	U. S. R. C. "Rush."
Lee, William H.,	Naval auxiliary "Hannibal."
Lockhart, Walter C.,	Naval auxiliary "Marcellus."
Lowe, Charles E.,	Naval auxiliary "Abarenda."
Macomber, Philip,	Naval auxiliary "Nero."
Madden, Edwin J.,	S. S. "St. Louis."
Maglathlin, Webb C.,	U. S. R. C. "Thetis."
Marcy, Philip B.,	Steam yacht "Mohawk."
McGourty, John F.,	U. S. R. C. "Tuscarora."
McIntyre, Cecil L.,	S. S. "Seneca."
McKay, Osborne E.,	Naval auxiliary "Lebanon."
Meehan, James H. B.,	Naval auxiliary "Nero."
Merriam, Philip W.,	S. S. "City of Augusta."
Morey, Arthur W.,	Hydrographic office, Washington.
Morgan, Carroll L.,	U. S. S. "Connecticut."
O'Connell, Benjamin,	S. S. "Colon."
O'Reilly, William I.,	S. S. "Queen."
Parker, Herman T.,	S. S. "Parthian."
Patterson, Albert F.,	U. S. R. C. "Gresham."
Patterson, Robert A.,	Naval auxiliary "Ajax."
Pellett, Thomas B.,	S. S. "New York."
Reardon, James E.,	Steamer "Windber."
Rice, Emery,	S. S. "Manchuria."
Roberts, Edward C.,	S. S. "Ramos."
Rowe, Charles E.,	Naval auxiliary "Nero."
Sears, Frazier L.,	S. S. "St. Paul."
Seibert, Fred C.,	Naval auxiliary "Iris."
Sheedy, John C.,	S. S. "Admiral Schley."
Sheedy, Joseph E.,	U. S. R. C. "Androscoggin."
Shevlin, Eugene P.,	Lighthouse tender "Mayflower."
Sibley, Norris R.,	S. S. "Francis Hyde."
Small, Elmer B.,	Merchants & Miners Transportation Company.
Smith, Edward,	S. S. "Coya."
Smith, Walter L.,	Naval auxiliary "Caesar."
Sparks, Fred'k A.,	Steam yacht "Machigonne."
Stackpole, Fred H.,	Steamer "City of Brockton."
Stickney, George H.,	Towboat "Scranton."
Tarr, Charles F.,	Naval auxiliary "Caesar."
Towle, William F.,	Cadet, revenue cutter service.

NAME.	SHIP.
Waite, George F.,	S. S. "Altamaha."
Walker, Fred'k S.,	Lighthouse tender "Azalea."
Whippen, Jos. G.,	U. S. S. "Rhode Island."
Wier, Joseph R.,	Naval auxiliary "Nero."
Wood, Clarence E.,	U. S. S. "Virginia."
Woodbury, Mark,	Steamer "City of Memphis."
Young, Charles S.,	Hydrographic office, Washington.

SUMMARY.

Seaman Class.	Engineer Class.
Ensign, U. S. Navy, 1	Chief engineers, 14
Midshipman, U. S. Navy, . . 1	First assistant engineers, . . 8
Masters, 7	Second assistant engineers, . . 12
First officers, 22	Third assistant engineers, . . 8
Second officers, 31	Fourth assistant engineers, . . 4
Third officers, 18	Engineers and assistant en-
Fourth officers, 2	gineers, 48
Quartermasters, 89	Engineer cadets and oilers, . . 61
Cadets and seamen, 56	Firemen, 10
Chief yeomen, 3	Machinists, 27
Second lieutenants, revenue	Machinists and warrant ma-
cutter service, 2	chinist, U. S. Navy, 10
Third lieutenants, revenue cut-	Electricians, U. S. Navy, . . . 18
ter service, 3	Electricians, 49
Cadets, revenue cutter service, . 1	Second lieutenant of engineers,
Boat keepers, pilot boat serv-	revenue cutter service, . . . 2
ice, 5	Third lieutenant of engineers,
	revenue cutter service, . . . 3
Total, 241	Total, 274
Total, seamen and engineer cadets, 515	

CADETS ADMITTED, GRADUATED, AND HONORABLY DISCHARGED, FROM 1893 TO 1908, INCLUSIVE.

	ADMITTED.			GRADUATED.			HONORABLY DISCHARGED.			Withdrawn, dismissed, dropped, transferred.
	Seamanship Class.	Engineer Class.	Totals.	Seamanship Class.	Engineer Class.	Totals.	Seamanship Class.	Engineer Class.	Totals.	
1893,	138	-	138	-	-	-	29	-	29	24
1894,	42	21	63	-	-	-	26	17	43	18
1895,	33	38	71	19	19	38	6	6	12	6
1896,	35	39	74	20	17	37	16	15	31	17
1897,	32	41	73	20	21	41	10	10	20	9
1898,	42	57	99	15	25	40	12	14	26	23
1899,	34	45	79	11	12	23	24	17	41	11
1900,	28	50	78	14	36	50	9	12	21	14
1901,	34	37	71	11	18	29	8	12	20	16
1902,	32	58	90	16	22	38	16	18	34	13
1903,	34	32	66	17	14	31	10	15	25	17
1904, ¹	-	-	60	16	29	45	5	12	17	31
1905, ¹	-	-	65	10	10	20	-	-	9	13
1906, ¹	-	-	50	16	19	35	-	-	18	19
1907, ¹	-	-	60	10	15	25	-	-	17	26
1908, ¹	-	-	45	8	9	17	-	-	9	9
Totals,	-	-	1,182	203	266	469	-	-	372	266

¹ Beginning in 1904, the cadets upon entrance are unclassified until their second year.

STATISTICS OF CADETS.

Cadets admitted during the Year 1908.

Number in the school Jan. 1, 1908:—			
Seamanship class,		7	
Engineer class,		11	
Nautical cadets,		47	
Total,			65
Applications received, 1908,			65
Applicants examined,	54		
Failed to appear for examination,	9		
Awaiting examination,	2		
Examined,			54
Failed to pass mental examination,	13		
Failed to pass physical examination,	1		
Failed mentally and physically,	3		
Passed examinations,	37		
Passed examinations,	37		
Re-examined mentally and passed,	9		
Readmitted,	3		
	49		
Failed to qualify after passing examinations,	4		
	45		
Total number admitted to school during 1908,			45
Total number connected with school during 1908,			110

Cadets withdrawn during the Year 1908.

Total number regularly graduated,			17
Seamanship class,	8		
Engineer class,	9		
Total number honorably discharged,			9
Engineer class,	1		
Nautical cadets,	1		
Total number graduated and honorably discharged,			26
Dropped from roll,	5		
Dismissed,	1		
Withdrawn,	2		
Died,	1		
Total number dropped, etc.,			9
Total withdrawals during 1908,			35
Number of cadets in the school Jan. 1, 1909,			75
Seamanship class,	14		
Engineer class,	22		
Nautical cadets,	39		

MEMBERSHIP OF THE SCHOOL.

Graduating Class, April, 1908.

Bassett, Harold W.,	.	.	.	.	.	East Milton.
Burns, Kenneth B.,	.	.	.	.	.	Plymouth.
Cameron, George H.,	.	.	.	.	.	Wakefield.
Killen, George J.,	.	.	.	.	.	Lawrence.
Larner, Harold,	.	.	.	.	.	Cambridgeport.
McWilliams, Joseph,	.	.	.	.	.	Boston.
Pellett, Thomas B.,	.	.	.	.	.	Worcester.
Persson, Eric O. W.,	.	.	.	.	.	West Lynn.
Shevlin, Eugene P.,	.	.	.	.	.	East Boston.
Whiton, Arthur E.,	.	.	.	.	.	Wakefield.

Graduating Class, October, 1908.

Curtis, Miles K.,	.	.	.	.	.	Athol.
Downs, John W.,	.	.	.	.	.	Orleans.
Ells, Jr., Edward S.,	.	.	.	.	.	Cambridge.
Farquhar, Frederick W.,	.	.	.	.	.	Lawrence.
Mellen, Chester B.,	.	.	.	.	.	Quincy.
Robinson, Ernest F.,	.	.	.	.	.	East Boston.
Walker, Arthur R.,	.	.	.	.	.	Whitman.

Class to graduate April, 1909.

Bear, John R.,	.	.	.	.	.	Winthrop.
Conelly, John J.,	.	.	.	.	.	Stony Brook.
Cooper, Harold C.,	.	.	.	.	.	Malden.
Grimshaw, Seabrook P.,	.	.	.	.	.	New Bedford.
Hart, Leslie S.,	.	.	.	.	.	Lynn.
Henry, Richard K.,	.	.	.	.	.	Pittsfield.
Jones, Louis F.,	.	.	.	.	.	Brockton.
Kelley, Ervin L.,	.	.	.	.	.	Roxbury.
Morse, Arthur A.,	.	.	.	.	.	Lynn.
O'Keeffe, John D.,	.	.	.	.	.	North Easton.
Perry, Edgar A.,	.	.	.	.	.	Boston.
Ross, Harold E.,	.	.	.	.	.	Amesbury.
Sillars, William A.,	.	.	.	.	.	Danvers.
Sylvia, Frederick H. H.,	.	.	.	.	.	Nantucket.
Ward, Everett B.,	.	.	.	.	.	Lynn.
Wilson, Leland S.,	.	.	.	.	.	Beverly.
Winqvist, Eric E.,	.	.	.	.	.	Jamaica Plain.

Class to graduate October, 1909.

Caddigan, William E.,	Allston.
Collins, George H.,	Needham.
Gill, Maurice D.,	North Eastham.
Habersham, Stanton,	Chilmark.
Hamilton, Woodbury R.,	Dorchester.
Higgins, Carroll E.,	Orleans.
Hines, Robert F.,	East Boston.
Keating, Leo A.,	Natick.
Kebler, Fritz T.,	Rochdale.
Manchester, William A.,	Brockton.
McCann, Charles A.,	Worcester.
Miller, Samuel J.,	Fall River.
O'Keeffe, Thomas J.,	North Easton.
Smith, Alexander F.,	Nantucket.
Sparrow, Robert S.,	Eastham.
Sullivan, William A.,	East Boston.
Van Deusen, Jr., John F.,	Pittsfield.
Wiggin, William H.,	Brookline.

Class to graduate April, 1910.

Badger, Leslie S.,	Wakefield.
Bailey, J. Leon,	Watertown.
Copeland, Robert C. M.,	Wareham.
Downey, Clifton W.,	Maynard.
Doyle, William H.,	Malden.
Dwyer, Thomas N.,	Dorchester.
Griswold, George F.,	Watertown.
Harrington, Raymond L.,	North Leominster.
Hoyle, Harold P.,	Millbury.
Lewis, Charles R.,	Dorchester.
Loundes, Howell S.,	Worcester.
McCarthy, Frank J.,	Boston.
Phinney, William M.,	West Somerville.
Tumey, Charles H.,	Southbridge.
Wiley, Frederick B.,	Wakefield.
Wyatt, Ernest B.,	Wakefield.

Class to graduate October, 1910.

Anderson, R. Wilbur,	Roslindale.
Barnes, John W.,	Dorchester.
Barris, Edward R.,	Lowell.
Beck, Raymond L.,	Attleborough.
Bowen, William,	Cambridge.

Case, Paul,	Brockton.
Cobb, Otis W.,	Wellesley Hills.
Field, Freeman R.,	Cambridge.
Gage, Clinton H.,	Hull.
Grover, Harold C.,	Stoneham.
Hutchinson, Chas. S.,	Peabody.
Jameson, Robert,	Chicopee Falls.
McKenzie, William H.,	Boston.
McMillen, Fredric,	Billerica.
Miller, John J.,	Hyde Park.
Morris, Chester E.,	Springfield.
Older, Archibald W.,	Winthrop.
Philbrook, Frank L.,	Malden.
Scanlon, John J.,	South Boston.
Sibley, George W.,	Worcester.
Stevenson, Eugene F.,	Spencer.
Sullivan, Russell H.,	Westfield.
Tewksbury, Allan W.,	Winthrop.
Tyler, Franklin K.,	Beachmont.

AMERICAN TRAINING SHIPS.

There are three marine schools in this country, located at Philadelphia, New York and Boston. New York, the greatest shipping port in the country, was the first to establish a school of this kind, in 1874, immediately upon the passage of the act of Congress encouraging the establishment of public marine schools. For thirty-three years the New York school was successfully maintained on board the U. S. frigate "St. Mary's." On Feb. 17, 1908, the school was transferred to the gunboat "Newport," a ship loaned the school by the Navy Department to replace the "St. Mary's," which had become unserviceable.

The State of Pennsylvania and the city of Philadelphia have for many years joined in the work of maintaining a nautical school on board the U. S. frigate "Saratoga," with headquarters at Philadelphia.

The Board of Directors recently obtained the U. S. S. "Adams" from the Navy Department, to take the place of the "Saratoga." The "Adams" left Philadelphia about the first of September for a three months' cruise, visiting Southampton, Eng., Cherbourg, France, and Gibraltar. It has been the custom of this school to make a cruise to Europe in the summer, and another one to the West Indies in the winter.

THE TRAINING SHIPS OF OTHER COUNTRIES.

The maritime nations of Europe, with one or two exceptions, have for years maintained nautical schools for the benefit of young men desiring to learn the seaman's profession. It is only natural that Great Britain, with her gigantic navy and merchant marine, should give greater emphasis to nautical education than any other country. It is worthy of note, however, that one of the largest and finest training ships afloat is found under the Japanese flag.

Great Britain.

The Thames Nautical Training College, located on board H. M. S. "Worcester," was established about 1860. The "Worcester," formerly the "Frederick William," is 4,725 tons, and was loaned to the school by the British Admiralty.

The "Worcester" does not make a cruise, being anchored in the lower Thames, near Greenwich. She has four decks, is rigged as a three-masted ship, and accommodates about 100 cadets. Admiral Togo of the Japanese navy obtained his sea training on board the "Worcester."

Since the year 1859 the Mercantile Marine Service Association of Liverpool has maintained a nautical school on board the "Conway." The present "Conway" was loaned to the association by the Admiralty in 1875, and was formerly a first-class battleship. The ship is anchored at Rock Ferry, near Liverpool, and, like the "Worcester," does not make a cruise. About 200 students, between twelve and fifteen years of age, are cared for in this school.

Six appointments for cadets in the Royal Navy are made each year by competitive examination from the young men of the "Worcester" and "Conway;" two appointments are made at each of three periods. The King presents annually a gold medal to each school. Prize days are held under the presidency of a member of the royal family, the Lord of the Admiralty, or some prominent member of the marine world.

The "Warspite." — This is the oldest of the English training schools, being one hundred and fifty-one years old. The "Warspite" is under the control of the Marine Society. The

Right Honorable the Earl of Romney, president. In 1907, 350 boys were on the rolls of the school. Since the school was established 65,188 boys have been trained for the sea. The "Warspite" is anchored near Greenhithe permanently. The school simply teaches the rudiments of a sailor's life, and trains the boy for the fore-castle.

The "Port Jackson." — A firm in London has for several years fitted out sailing vessels, under the direction of Lord Brassey, for the purpose of giving a limited number of young men a nautical education. The "Illavara" and the "Macquarie" were first used for the purpose, and they were superseded by the four-masted sailing ship the "Port Jackson." The cost to the cadet the first year is \$350; the second year, \$325; and the third year, \$300. The fitting-out expenses are paid by the cadet, in addition. The cruise, which lasts about nine months, is usually from London to Australia, returning via Cape Horn. The average number of cadets on board is 50.

Germany.

The German Training Ship Association of Bremen has charge of the work of training German lads for the sea. The schoolship "Gross-herzogin Elizabeth" was built in 1901, and is a three-masted sailing ship. The captain and six officers are secured from among those of the North German Lloyd and Hamburg-American lines. The ship does not carry a cargo. Applicants are admitted in the spring and fall, the age limit being from fourteen and one-half to sixteen years, except for those who have qualified as one-year volunteers in the navy, and for such the limit is advanced to eighteen years. The term of enlistment is eleven months, the best students remaining on board the ship two years more, either as cadets or ordinary seamen.

The North German Lloyd Steamship Company maintain two sailing vessels as schoolships, in order to secure competent officers for its many steamers. The "Herzogin Sophie Charlotte," built in 1895, and the "Herzogin Cecilie," built in 1902, are the vessels used by the company; they are four-masted, square-rigged sailing vessels. These ships are under the control of a board of naval officers. The course being three years.

the boys enlist the first year as apprentices, the second year they are ordinary seamen and the third year they are rated as able seamen. Forty cadets are received a year, making the total number on board about 120. The staff consists of a captain, 4 officers, 2 professors and a surgeon. The ships carry freight, and make voyages to the west American coast.

After having served three years on board the sailing ships, the cadets spend from nine to twelve months on board one of the steamers of the company as chief seaman, which qualifies them to take the examination as a marine lieutenant. After obtaining the diploma of marine lieutenant, the cadet is placed, when an opportunity presents itself, on board one of the steamships of the company as a fourth officer. Two years of duty as an officer entitle the cadet to present himself at the navigation school, to obtain, after five months of study, a certificate as captain of vessels trading in foreign waters.

Belgium.

The Belgian Nautical School is conducted by the Belgian Maritime Association, a private society, with a capital of \$100,000. An appropriation is made for the school by the Belgian government and the province of Antwerp.

The first training ship, the "Comte Smet de Naeyer," foundered at sea. An English three-masted steel ship, the "Linlithgowshire," was then purchased in Ghent, renamed the "Comte de Smet de Naeyer," and fitted for a schoolship. She is anchored in the d'Escaut, a little above Antwerp. After spending six or eight months on board the "Comte de Smet de Naeyer," the cadets are transferred to the four-masted ship, the "L'Avenir," where they obtain practical instruction at sea. The "L'Avenir" was launched on May 2, 1908, at Bremerhaven, Germany. She is a steel four-masted bark of 3,700 tons. The principal dimensions are as follows: length, over all, 305 feet; beam, 45 feet; depth, 27 feet, 5 inches. The "L'Avenir" will make three cruises during the four years' course.

Denmark.

In the year 1880 Mr. Frederick Staag, a former sea captain, gave a large part of his fortune for the purpose of maintaining a nautical school. The small three-masted ship, the "George Staag," of 200 tons, takes about 60 cadets a year, and makes a cruise in the Baltic, anchoring at Copenhagen during the winter months.

The "George Staag" being too small to make long voyages, the "Viking," of 3,000 tons, was acquired. Applicants for admission to the "Viking" must be between fourteen and eighteen years of age. A diploma is granted after three years' experience at sea. The first year is mainly devoted to scholastic work, the second year to the theory and practice of seamanship and navigation and the third year the cadets stand a watch.

Sweden.

A wealthy merchant by the name of Abraham Rydberg, who died about the year 1848, bequeathed a large sum of money, in addition to a small brig, for the promotion of nautical education in Sweden. About thirty years ago a new ship, the "Albert Rydberg," was purchased for the school, and is still being used.

About 70 cadets are taken on board annually, who are given their tuition and board free. The ship sails about the middle of June for a cruise in the Baltic Sea, Skager-Rack and the North Sea, returning to Stockholm the last of August. The age limit of applicants for admission is from fourteen to twenty years. The Swedish Mercantile Society aids the work financially.

Japan.

In Japan there are nine local schools and one college, the Imperial Nautical College at Tokio, educating young men for the Japanese merchant marine. The local schools are located at Hokkaido, Miye-ken, Yamaguchi-ken, Shimane-ken, Okayama-ken, Hiroshima-ken, Kagawa-ken, Yehime-ken and Saga-ken.

The Imperial Nautical College possesses the training ship "Taisei Maru," of 2,298 tons, for the practical application of what the cadets have studied at the college. The "Taisei Maru," launched at the Kawasaki dock-yard of Kobe, in 1904, is a steel sailing vessel supplied with an auxiliary engine, and has a complete modern equipment. Her first voyage was made to Australia; her second voyage to Luzon, Manila; and her third voyage to Brisbane, Australia. During the past year the itinerary of the "Taisei Maru" included visits to San Francisco, Panama, Capica, South America and Honolulu.

The dimensions of the Japanese training ship are as follows: length, 270 feet; breadth, 44 feet; depth, 26 feet, 9 inches. She is a four-masted bark, provided with two sets of auxiliary engines, driving twin screws. The vessel carries 13 officers, 120 cadets and 54 men.

APPROPRIATIONS.

The appropriations for the school for the fiscal year 1908, from Dec. 1, 1907, to Nov. 30, 1908, are here accounted for as follows:—

Current Expenses.

Appropriation,	\$53,000 00
Expended:—	
Pay roll,	\$25,443 46
Provisions,	11,310 43
Text-books, stationery and printing,	823 89
Seamanship department,	4,282 89
Engineer department,	5,645 42
Repairs,	1,098 46
Miscellaneous,	1,348 57
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Total amount expended,	49,953 12
	<hr/>
Balance unexpended,	\$3,046 88

Office Expenses.

Appropriation,	\$3,000 00
Transferred, from appropriation for extraordinary expenses,	282 78
	<hr/>
	\$3,282 78

Expended: —

Salaries,	\$2,800 82
Stationery and postage,	148 01
Commissioners' expenses,	191 99
Printing,	72 66
Miscellaneous,	69 30
	<hr/>

Total amount expended, \$3,282 78

The commissioners desire to acknowledge their indebtedness to Prof. Andre Van Iseghem, Brussels, Lieut. Henry T. A. Bosanquet, R. N., London, the secretary of the Belgian Maritime Association, Antwerp, and Mr. K. Uchida, Tokio, for valuable information regarding the marine schools of Europe and Japan.

Respectfully submitted,

GEORGE F. F. WILDE, U. S. N. (RETIRED).
HON. JOHN READ, LATE U. S. N.
WILLIAM E. MCKAY.

BOSTON, Jan. 1, 1909.

LEGAL AUTHORITY FOR THE SCHOOL.

AUTHORITY OF THE UNITED STATES.

[CHAPTER 339, JUNE 20, 1874.]

AN ACT TO ENCOURAGE THE ESTABLISHMENT OF PUBLIC MARINE SCHOOLS.

That the secretary of the navy, to promote nautical education, is hereby authorized and empowered to furnish, upon the application in writing of the governor of the State, a suitable vessel of the navy, with all her apparel, charts, books and instruments of navigation, provided the same can be spared without detriment to the naval service, to be used for the benefit of any nautical school or college having a branch established at each or any of the ports of New York, Boston, Philadelphia, Baltimore, Norfolk, San Francisco, Washington, Charleston, Savannah, Mobile, New Orleans, Baton Rouge, Galveston, and in Narragansett Bay (Acts, 1881), upon the condition that there shall be maintained at such port a school, or branch of a school, for the instruction of youths in navigation, seamanship, marine enginery and all matters pertaining to the proper construction, equipment and sailing of vessels, or any particular branch thereof.

And the president of the United States is hereby authorized, when in his opinion the same can be done without detriment to the public service, to detail proper officers of the navy as superintendents of or instructors in such schools: *provided*, that if any such school shall be discontinued, or the good of the naval service shall require it, such vessel shall be immediately restored to the secretary of the navy, and the officers so detailed recalled; and *provided, further*, that no person shall be sentenced to or received at such schools as a punishment, or commutation of punishment, for crime.

AUTHORITY OF THE STATE OF MASSACHUSETTS.

[CHAPTER 402, ACTS OF 1891.]

AN ACT TO ESTABLISH A NAUTICAL TRAINING SCHOOL.

Be it enacted, etc, as follows:

SECTION 1. The governor with the advice and consent of the council shall appoint, as soon as practicable after the passage of

this act, three citizens of this Commonwealth, who shall constitute a board of commissioners of the Massachusetts nautical training school, and who shall hold office for terms of one, two and three years respectively, from the first day of July in the year eighteen hundred and ninety-one, and until their successors are appointed and qualified; and before the first day in July in each year thereafter one commissioner shall be appointed in like manner, to hold office for the term of three years. Vacancies may be filled for the residue of a term by appointment, and a commissioner may be removed at any time for cause, to be stated in the order of removal. All appointments and removals shall be made by the governor with the advice and consent of the council.

SECTION 2. Said commissioners shall serve without compensation, but they shall be reimbursed from the treasury of the Commonwealth for all expenses actually incurred by them in the performance of their official duties.

SECTION 3. Said commissioners shall provide and maintain a nautical training school for the instruction and training of pupils in the science and practice of navigation; shall furnish accommodations for the school on board a proper vessel; shall from time to time purchase and provide such books, stationery, apparatus and supplies as are needed in the work of the school; shall appoint and remove instructors and other necessary employees, and determine their compensation; shall fix the terms and conditions upon which pupils shall be received and instructed in the school, and discharged or dismissed therefrom; and shall establish all rules and regulations necessary for the management of the school. For the purpose of giving the pupils of the school a practical knowledge of navigation and the duties of mariners, said commissioners shall from time to time provide for the making of cruises in or from the harbor of Boston.

SECTION 4. Said commissioners are authorized to receive from the United States government, and to use for the accommodation of the school, such vessel or vessels as the secretary of the navy may detail for that purpose.

SECTION 5. In order to properly maintain the said nautical training school, the commissioners may expend a sum not exceeding fifty thousand dollars, which shall be paid from the treasury of the Commonwealth on properly approved vouchers, which shall be approved by the governor and council and presented to the auditor of the Commonwealth for allowance in the same manner as other claims against the Commonwealth: *provided, however*, that no expenditure shall be made or allowed until a vessel suitable for the proposed nautical training school shall have been furnished by the United

States government and turned over to the Commonwealth, and the same approved of and accepted by the governor and council.

SECTION 6. Said commissioners shall annually in the month of January make a report to the legislature, presenting a detailed statement of all moneys appropriated and expended for the purposes of the nautical training school during the year preceding; also stating the results of the work during such year, and making such recommendations as seem to them proper.

SECTION 7. This act shall take effect upon its passage. [*Approved June 11, 1891.*]

VOTE OF EXECUTIVE COUNCIL UPON ACCEPTANCE BY THE COMMONWEALTH OF MASSACHUSETTS.

COMMONWEALTH OF MASSACHUSETTS,

COUNCIL CHAMBER, BOSTON, Nov. 9, 1892.

The committee on military affairs, to whom was referred the matter of the approval of the United States ship "Enterprise" for the purpose of a nautical training school, submit the following report.

E. V. MITCHELL, *for the Committee.*

Chapter 402 of the Acts of the year 1891 provides for the establishment of a nautical training school in this Commonwealth, and section 2 of said act authorizes an expenditure of fifty thousand dollars to properly maintain the proposed school, and also provides for the furnishing by the United States government of a suitable vessel for such school which shall be turned over to the Commonwealth and accepted by the Governor and Council; and whereas, the United States having furnished a suitable vessel and the same having been examined by the Executive Council, it is hereby —

Ordered, That the United States ship "Enterprise" be approved and accepted for the proposed nautical training school.

Approved in council, Nov. 9, 1892.

E. F. HAMLIN, *Executive Clerk.*

A true copy.

Attest: E. F. HAMLIN, *Executive Clerk.*

MASSACHUSETTS NAUTICAL TRAINING SCHOOL.

ESTABLISHMENT.

Under the authority of the above acts, the Secretary of the Navy, on Oct. 28, 1892, turned over to the authorities of the State of Massachusetts the United States steam sloop of war "Enterprise," as a vessel suitable for the purpose.

ADDITIONAL LEGISLATION.

[CHAPTER 171, ACTS OF 1903.]

AN ACT RELATIVE TO THE AMOUNT WHICH MAY ANNUALLY BE EXPENDED
FOR THE MAINTENANCE OF THE MASSACHUSETTS NAUTICAL TRAIN-
ING SCHOOL.

Be it enacted, etc., as follows:

SECTION 1. Section five of chapter forty-five of the Revised Laws is hereby amended by striking out the words "not more than fifty thousand dollars," in the first and second lines, and inserting in place thereof the words: — such sum as the general court may from year to year appropriate, — so as to read as follows: — *Section 5.* They may annually expend such sum as the general court may from year to year appropriate, which shall be paid by the Commonwealth; and they shall annually submit an estimate of the expense required in making cruises in or from the harbor of Boston, and the amount of said estimate, after approval by the governor and council and subject to the provisions of chapter six, shall be advanced to the commanding officer of the vessel detailed therefor, who shall give a bond in the sum of ten thousand dollars, with sureties approved by the governor and council, for its proper disbursement. Said advance shall not exceed ten thousand dollars for six months, and shall be accounted for by properly approved vouchers, within thirty days after the termination of said cruises.

SECTION 2. This act shall take effect upon its passage. [*Approved March 23, 1903.*]



The U. S. S. RANGER, which replaced the school-ship Enterprise on April 26, 1909